Towerhouse Systems

Full Travel Plan

Shores Fold, Cringle Road, Levenshulme

260305

MAY 2026



SCP GENERAL NOTES

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

1.1 This updated travel plan has been prepared by SCP on behalf of Towerhouse Systems to support their development of 57no. dwellings on land at Cringle Road, Levenshulme, associated with planning reference 122042/OO/2018.

1.2 This travel plan will build upon the measures highlighted in the previously submitted travel plan and provide further details for the travel plan coordinator role, as required by Condition 21 of the planning consent for the development.

1.3 As per the decision notice, Condition 21 reads:

"a) The development hereby approved shall be carried out in accordance with the travel plan framework stamped as received by the City Council, as Local Planning Authority, on the 4 December 2018

In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;

ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time

iii) mechanisms for the implementation of the measures to reduce dependency on the private car

iv) measures for the delivery of specified travel plan services

v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

(b) Within six months of the first occupation of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use."

1.4 The report sets out Towerhouse Systems' commitment to reducing the number of vehicular trips generated by the development and identifies the key principles which will be developed through the travel plan.

1.5 The plan aligns with both national and local transport policy, in seeking to provide sustainable development with good access to jobs and facilities; to encourage non-car modes of transport; to ensure that the highways impact of new developments is acceptable or mitigated against; and to promote good site design with appropriate parking levels.

1.6 As explored further in the following sections of this travel plan, the site has good levels of accessibility by all the main non-car modes of transport. Access to the site by foot and cycle is of a reasonable standard, and both bus and train connections are available within close proximity, thereby enabling access to the site from a range of local destinations. The development therefore contributes towards the policy aims of being sustainably located.

Site location

1.7 The development site is located to the immediate north of Cringle Road, Levenshulme, some 5km south of Manchester city centre and 3.5km north of Stockport town centre. The site is bound by Cringle Road to the south, Highfield Country Park and residential properties to the west, Nelstrop Road North to the east and Highfield Country Park to the north, as illustrated in Figure 1.1.



Figure 1.1 Site location
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Approved development

1.8 The development provides 57no. residential dwellings, with a mix of 2, 3 and 4 bedroom houses and associated car parking.

1.9 Vehicular access into the site is provided from a priority-controlled access off Cringle Road. Pedestrian access to the site is provided from the same location as the vehicular access; a network of internal footways provides a broadly circular route throughout the site.

Parking

1.10 Parking at the development has been provided in accordance with Manchester City Council's parking standards.

Site background

1.11 The development was granted outline planning permission in July 2019 for 57no. residential dwellings with associated parking and access. A further reserved matters application was sought in September 2021, for the approval of appearance, layout, scale and landscaping, following the approval of outline permission.

Travel plan benefits

1.12 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as addressing a range of issues. With specific reference to a travel plan for a residential development, improvements in accessibility to a site can help promote sustainability to residents accessing the development, helping to maintain healthy lifestyles through commuting and a greener facility as a whole.

1.13 The travel plan should provide benefits to all parties, including the developer, residents, and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

2 POLICY CONTEXT

2.1 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

National policy

National Planning Policy Framework (NPPF) (December 2024 with amendments February 2025)

2.2 The revised National Planning Policy Framework was published in December 2024 and sets out the government's planning policies for England and how it is expected these will be applied. NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development. The key change in the most recent NPPF is the emphasis placed upon a vison-led approach, indeed Paragraph 109 states that "*Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places*.".

2.3 The focus of development proposals should be to create a vision for the site and identify how that will be achieved, prioritising accessibility by sustainable modes through design whilst ensuring that "*Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

2.4 Paragraph 116 identifies that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

2.5 This travel plan will demonstrate that the proposals take full advantage of existing facilities for sustainable travel locally.

Planning Practice Guidance (PPG)

2.6 Planning Practice Guidance (PPG) is in place to support the NPPF. The PPG on "Travel Plans, Transport Assessments and Statements" was provided in 2014. The PPG provides advice on when these documents are required, and what they should contain.

2.7 The document states that travel plans should, where possible, be considered in parallel to development proposals, and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.

2.8 The primary purpose of a travel plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.

2.9 Travel plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements, all of which should be proportionate.

2.10 Travel plans should address all journeys resulting from a proposed development by anyone who may need to visit or stay, and they should fit in with wider strategies for transport in the area.

Good Practice Guidelines: Delivering Travel Plans through the Planning Process, 2009.

2.11 A further key national policy document for travel plans was published by the Department for Transport in April 2009 and is entitled "Good Practice Guidelines: Delivering Travel Plans through the Planning Process". This document updates previous guidance following significant changes in travel planning and an increased awareness of how transport affects other aspects of life, such as climate change and health.

2.12 The guidelines identify that travel plans are an important tool for delivering sustainable access as part of a new development and encouraging sustainable travel behaviour from the outset. The document provides assistance in the preparation of a travel plan, including when a travel plan is required and what it should contain, as well as how travel plans should be evaluated, secured, implemented and then monitored and managed long term. The document also outlines the responsibilities of the developer, occupier, local transport operators, highways and planning authorities in the implementation of the travel plan.

Regional policy

Local Transport Plan

2.13 The government requires Local Transport Plans (LTPs) to demonstrate a contribution to delivering "shared priorities" and places emphasis on outcome indicators relating to accessibility, road casualty reduction, public transport patronage, congestion reduction and air quality. Local authorities must show that their LTPs contribute to the achievement of their broader policy aims and service delivery as set out in their community strategies.

2.14 In terms of local planning policy, Greater Manchester's Third Local Transport Plan (LTP) (2011-2026) is in place and outlines the long-term goals for a 15 year period. The government requires LTPs to demonstrate a contribution to delivering "shared priorities" and places emphasis on outcome indicators relating to accessibility, road casualty reduction, public transport patronage, congestion reduction and air quality. Local authorities must show that their LTPs contribute to the achievement of their broader policy aims and service delivery as set out in their community strategies.

2.15 Greater Manchester's LTP identifies a set of strategic transport goals; they include:

- To ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business
- To ensure that carbon emissions from transport are reduced in line with UK Government targets in order to minimise the impact of climate change;

- To ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties and that other adverse health impacts are minimised;
- To ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities;
- To maximise value for money in the provision and maintenance of transport infrastructure and services.

2.16 Greater Manchester's LTP is comprised of two key documents: the Greater Manchester Transport Strategy 2040, and the Greater Manchester Transport Strategy Delivery Plan.

2040 Greater Manchester Transport Strategy

2.17 Moving to a regional perspective, the 2040 Greater Manchester Transport Strategy focuses on creating an integrated, sustainable and well-coordinated transport system that supports a wide range of different travel needs. The strategy is based on seven core principles:

- Integration – to allow customers to move seamlessly between modes and services;
- Inclusion – to provide accessible and affordable transport;
- Health – through promotion of walking and cycling for local trips;
- Environmental responsibility – to deliver lower emissions, and a better quality environment;
- Reliability – to give customers confidence in journey times;
- Safety and security – to reduce accidents and deaths; and
- Well maintained and resilient – to be able to withstand unexpected events and weather conditions.

2.18 The ambition for 2040 is to deliver a transport system which makes it easier for residents, business and visitors of Greater Manchester to travel by sustainable means to a wide range of destinations and opportunities, and where sustainable transport is a viable and attractive alternative to the car.

Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

2.19 The Greater Manchester Transport Strategy 2050 sets out Transport for Greater Manchester's long-term goals and the evidence behind them, and the supporting Delivery Plan (2027-37) explains how the strategy will be put into action.

2.20 There is currently a published draft of the Transport Strategy 2050 and Delivery Plan, which was open for consultation until March 2026. The final versions are set to be released in 2026.

Conclusion

2.21 In general, the national and regional transport policy documents set out above follow similar themes and promote common aims which are to provide sustainable development with good access to jobs and facilities; to encourage non-car modes of transport; to ensure that the highways impact of new developments is acceptable or mitigated against; and to promote good site design with appropriate parking levels.

2.22 This travel plan has been developed in line with transport policy and guidance.

3 ACCESSIBILITY

3.1 This chapter provides an appraisal of how accessible the site is by the three main non-car modes of transport: walking, cycling and public transport.

3.2 The accessibility of the site has been assessed by comparison with the widely accepted threshold distance of 2 km (the distance for which walking offers the greatest potential to replace short car trips), along with 8 km for cycle journeys and 60 minutes for public transport trips.

Access on foot

3.3 Walking is the most important mode of transport at the local level and as noted above, offers the greatest potential to replace short car trips, particularly those under 2 km.

3.4 Isochrone software has been used within Figure 3.1 to demonstrate that the site is within walking distance of a number of areas including Levenshulme, Heaton Moor, Reddish and Heaton Chapel.

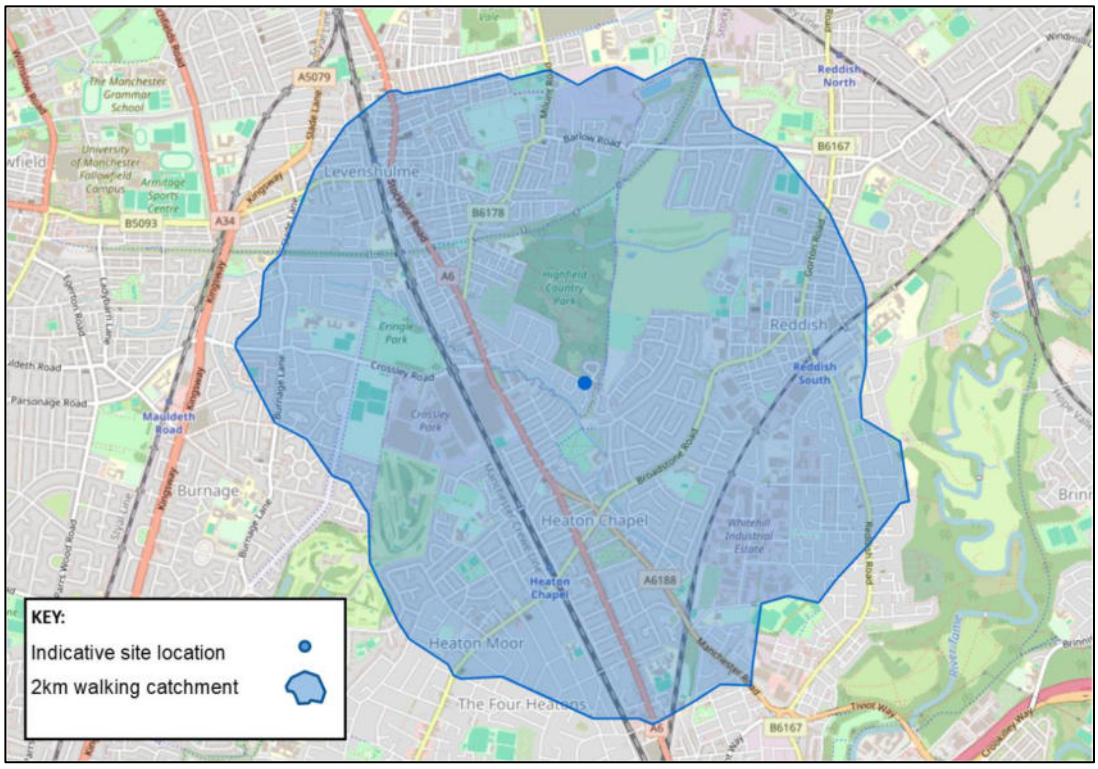


Figure 3.1 Walking plan
Source: OpenStreetMap

3.5 Generally, the topography of the area is conducive to walking. Within the immediate vicinity of the site, Cringle Road benefits from 2m wide street-lit footways to either side of the carriageway. Where there is a minor junction, dropped kerbs support continuous pedestrian movement.

3.6 On the southern boundary to the site, Cringle Road connects with PRoW FPP 210, which links the site with Nelston Road North, approximately 30m east of the site. Nelstrop Road North is a traffic-free path that runs broadly north-south along the eastern boundary of the site along Highfield Country Park.

3.7 To the west of the site, Cringle Road forms the minor approach to the A6 Stockport Road. There is a signalised pedestrian crossing approximately 20m south of the junction, comprising of dropped kerbs and tactile paving.

3.8 Running in a broadly north-south alignment, the A6 Stockport Road benefits from 2m wide street-lit footways to either side of the carriageway, providing the most direct route towards Levenshulme (to the north) and Stockport town centre (to the south) and their respective amenities, including shops, cafes, restaurants, bus stops and train stations.

3.9 A range of local amenities are also within a 2 km walk of the site, as shown in Table 3.1.

Access to services and facilities

Table 3.1 Amenities within 2 km of the site

Type	Description	Distance (m)	Walk time (mins)
Recreational	Highfield Country Park	~50	~1
Gym	Jetts Gym	550	8
Food Outlet	Greggs	550	8
ATM Facility	Shell Garage	700	10
Convenience Store	Londis	700	10
Postal Facility	InPost Locker, Aldi, Weybrook Road	780	12
Supermarket	Aldi, Weybrook Road	780	12
Shopping Parade / Village Centre	Levenshulme	~1100	15
Supermarket	Tesco Superstore	1300	17
Railway Station	Levenshulme Station	1600	20
Pharmacy	Lloyds Pharmacy	1700	21

Access by bike

3.10 Cycling is an inexpensive, efficient and healthy way to travel. Cycling also provides a predictable arrival time which is often quicker than driving or using public transport and is subject to fewer traffic and congestion delays.

3.11 Cycling represents a realistic and healthy alternative to the use of the private car for making journeys of up to 8 km as a whole journey, or as part of a longer multi-modal journey along with public transport.

3.12 The topography of the area is generally flat and conducive to cycling; the site is therefore well located to encourage residents to cycle for work, education and for leisure purposes.

3.13 Figure 3.2, which has been created using isochrone mapping software, shows the cycle accessibility; the plan shows where can be accessed within an 8 km cycle from the site.

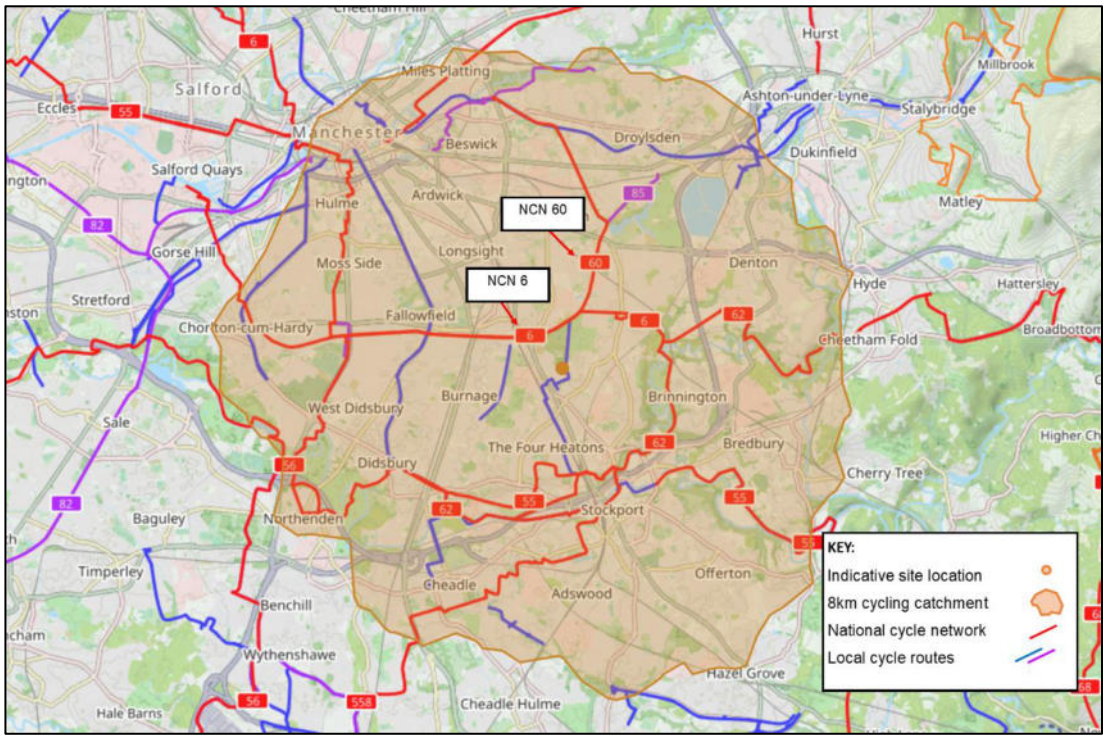


Figure 3.2 Cycle accessibility plan
Source: OpenCycleMap

3.14 The closest formal cycle routes to the site are the National Cycle Network Routes 6 & 60, both accessible from the aforementioned Public Right of Way on Cringle Road, where a public footpath leads onto Nelstrop Road North, which is an advisory cycle route continuing north to provide a direct link onto the Fallowfield Loop.

3.15 Alternatively, the Fallowfield Loop can be accessed by cycling through Highfield Country Park. There is a dedicated gentle gradient traffic-free route which extends broadly north-south throughout the park.

3.16 On a local scale, NCN Route 60 is a fully signposted and mostly-traffic free route, following the Fallowfield Loop between Chorlton and Gorton. Similarly, NCN Route 6 is also a fully signposted route, which briefly follows the Fallowfield Loop, before heading north towards Manchester city centre on urban paths. For reference, Figure 3.4 is an excerpt from the Manchester City Council cycling map, highlighting both local and national routes.

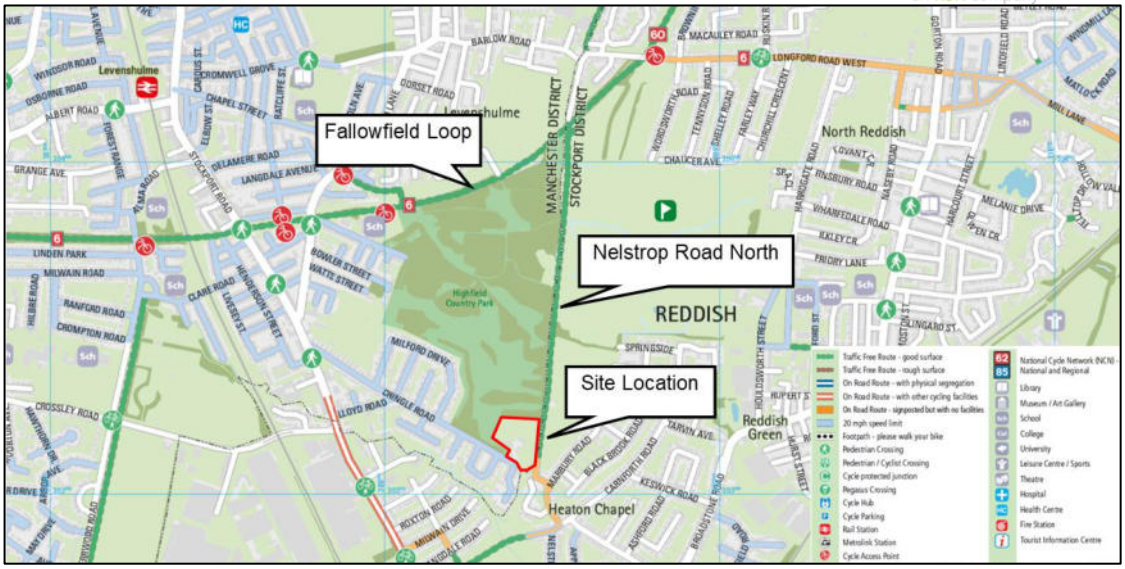


Figure 3.3 Local cycle map
Source: Manchester City Council

Public transport

3.17 The level of accessibility by public transport has been analysed using isochrone mapping software to assess the accessibility of the site, as shown in Figure 3.4. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops and rail stations.

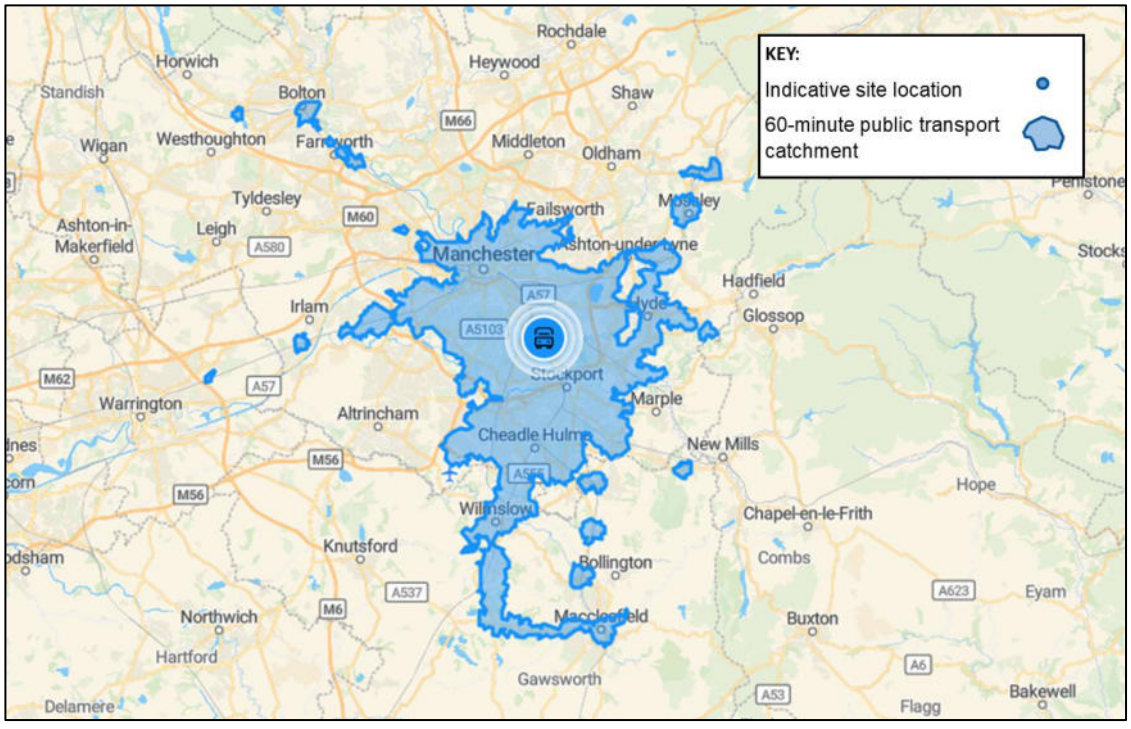


Figure 3.4 Public Transport accessibility plan
Source: TravelTimeAPI

3.18 Figure 3.4 demonstrates that a number of locations are within a 60-minute public transport (bus and rail) commute from the development site. These include key areas of Manchester, Macclesfield and Stockport, amongst others.

3.19 Levenshulme railway station is situated some 1.6km north, whereas Heaton Chapel is situated approximately 1.2km south of the development site; both stations are situated on the same railway line and benefit from the same level of service, with 4 trains per hour northbound towards Manchester Piccadilly, and 4 trains per hour southbound towards Crewe, Alderley Edge, Buxton or Hazel Grove during the week and on Saturdays. On Sundays the service is reduced to one train per hour in each direction between Manchester Piccadilly and Buxton.

3.20 In terms of accessibility, Levenshulme benefits from customer help points, staffing during peak station hours, ticket machines and seating areas.

3.21 Heaton Chapel railway station similarly benefits from customer help points, staffing during peak station hours, ticket machines and seating areas. There is cycle storage for 25no. bicycles, located across Platform 1 and Platform 2 of the station. The station benefits from step-free access onto all platforms.

Bus

3.22 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m".

3.23 The nearest bus stop to the site is located approximately 400m to the west of the site access along Cringle Road; however, this stop is served by school services only.

3.24 As such, the closest bus stops with regular services are located some 600m southwest of the site, along the A6 Stockport Road; whilst these stops fall outside CIHT guidance, they benefit from good quality high-frequency services towards the local centres of Manchester city centre and Stockport.

3.25 Both the northbound and southbound bus stops benefit from a flag, pole, seating shelter, hardcopy timetable information and bus cage markings. A summary of the service which operates from these stops is shown in Table 3.2:

Table 3.2 Local bus services

Service	Route	First arr	Last dep	Days	Frequency
191 / 192	Manchester – Levenshulme – Heaton Chapel – Stockport – Hazel Grove	04:45	03:20	Mon – Sun	4 – 6 minutes

NB Sunday service first-bus/last-bus and frequencies may differ
Source: Bustimes.org

3.26 For those wishing to travel on radial east-west routes, further bus stops are available on Albert Road to the north of the site, in Levenshulme village centre, an approximate 23-minute walk away. Here, residents can access Services 150, 171 and 172, towards key destinations including East Didsbury, Chorlton and the Trafford Centre.

Car clubs

3.27 Car clubs could be utilised for a range of social and commuting uses, providing residents with the option to access a vehicle over short rental periods, and at short notice, without having to own their own vehicle. Use of car club vehicles also provides the potential to realise wider benefits to the environment.

3.28 The nearest Car Club vehicles to the development are operated by Enterprise, located at Egerton Road, Fallowfield, M14 6YB, an approximate 12-minute cycle from the development site.

Summary

3.29 Having regard to the above, it is considered that the site has good levels of accessibility by all the main non-car modes of transport. Access to the site by foot and cycle is of a reasonable standard, and both bus and train connections are also available within close proximity, thereby enabling access to the site from a range of local destinations. The existing provision will support residents in making journeys by a range of forms of transport.

3.30 The development therefore contributes towards the policy aims of being sustainably located.

4 TRAVEL PLAN COORDINATOR

4.1 The travel plan will be managed by SCP who have been appointed as Travel Plan Coordinator (TPC) for the site, for an initial term. The TPC will provide a key role in managing and delivering a successful travel plan.

4.2 A list of the key components of the TPC role are provided below:

- Act as a primary point of contact for all travel related matters;
- Promote and implement the travel plan measures;
- Develop and keep travel information and resources up to date;
- Coordinate the monitoring and analysis of travel plan surveys;
- Update and take ownership of the action plan which will serve as a live document and record the issues and initiatives taken to meet the identified targets;
- Identify and develop additional active travel initiatives as required; and
- Liaise with the respective authorities and stakeholders to maximise the benefits of sustainable travel information and provisions.

4.3 The TPC will be supported in the delivery of the travel plan by the developer and sales team who will assist in the promotion of the measures delivered by the TPC and regularly report to the TPC with updates about the site.

Funding

4.4 Appropriate funding has been allocated by Towerhouse Systems at the start of the travel plan process to cover the costs involved in administering the travel plan over a five-year period.

4.5 The funding will cover all costs relating to the TPC, including implementation of measures and initiatives, marketing of the travel plan along with marketing materials, and annual monitoring. This funding has been incorporated into the site's operating budget.

4.6 The developer has funded the Travel Information Pack which is included at Appendix 1.

Contacts

4.7 Travel plan success is dependent on ownership of the plan being taken, alongside commitment to implement the contained measures. To ensure any difficulties encountered are addressed efficiently, contact details for the travel plan coordinator are identified below.

4.8 Travel Plan Coordinator:

- Name: Stacey Silverman, Principal Transport Planner, SCP Transport
- Address: SCP, Fourways House, 57 Hilton Street, Manchester. M1 2EJ
- Email: Stacey.Silverman@scptransport.co.uk / travelplans@scptransport.co.uk
- Phone: Office - 0161 832 4400 / Direct Dial - 0161 819 7413

5 BASELINE MONITORING

5.1 Baseline travel surveys are undertaken following occupation in order to understand how residents currently travel, how they would like to travel and what would encourage them to make those changes; repeat surveys are then used to monitor ongoing travel patterns, over time.

5.2 The survey responses provide an indication of what targets would be most appropriate for the development, and which measures would be most successful in helping to achieve them.

5.3 All data collected from the travel surveys will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will manage the database and be responsible for the release of information; all data held will be used solely for the purposes of the travel plan survey.

Questionnaire and response rate

5.4 In order to obtain a baseline from which to analyse travel patterns and corresponding measures, an online travel survey was developed; a copy of the questionnaire can be found in Appendix 2. Some of the themes included within the survey were:

- Access to vehicles;
- Mode of travel for work, shopping and leisure;
- Use of alternatives to the car;
- Influencers of use of car, active travel and public transport.

5.5 At the time of the survey, 55no. units were occupied. The survey was open from 15th April to 27th April 2026 in order to gain as many responses as possible. A total of 23 questionnaire responses were received, representing a response rate of 40%; this is considered to be representative of resident travel patterns.

5.6 The residential travel survey questionnaire can be found at Appendix 2; the resultant data can be found at Appendix 3.

Promotion

5.7 A promotional postcard was produced, which was posted directly to all residents of the development by the Customer Care team, containing a QR code and link to access the online travel survey. Following a 2-week survey period, the survey was closed to all residents. The promotional postcard can be seen at Appendix 4.

Analysis

Household context

5.8 In terms of the household composition, 52% of respondents (12) noted that there were two people living in the household; 22% of respondents (5) were part of a household of three, whilst 8% (2) had four or five people in the home. Finally, 17% of respondents (4) lived alone.

5.9 The age range of respondents living at Shores Fold suggests that the development is populated mainly by couples and young families. The results show that 91% of the respondents noted that there were residents in the 21-40 age category in their household, and over a third (35%) had individuals in the 41-50 age category. 26% households had children aged 0-10 in the home.

5.10 Most households who completed the survey have access to at least one petrol / diesel vehicle (74%, 17 respondents), of these 2 respondents also had access to an electric vehicle (9%). A further 4 respondents had access to an electric vehicle only (17%). The survey indicated that 2 respondents did not have access to any type of motorised vehicle (9%).

5.11 In terms of bicycle ownership, seven households (30%) reported that they had access to an adult bike. Two households (9%) indicated they have access to one or more children's bike and one household (4%) indicated they have access to an adult scooter.

5.12 No respondents stated that they have a disability that affects the way they travel.

Changes in mode of travel

5.13 Residents were asked whether they thought that they had increased or decreased their use of different modes of travel since moving to Shores Fold. This question was intended to give us a better understanding of the opportunities that had been taken by new residents to travel more sustainably.

5.14 The results, shown in Figure 5.1, identify that almost half of respondents (47%) noted that they were driving less since moving.

5.15 Whilst car sharing hasn't shown much change, more than half (52%) of respondents reported that they are using public transport more since moving to Shores Fold. Around three quarters of respondents (78%) said that they are walking more since moving.

5.16 Notably, few respondents (13%) reported an increase in cycling / scootering; an opportunity to increase this is therefore present.

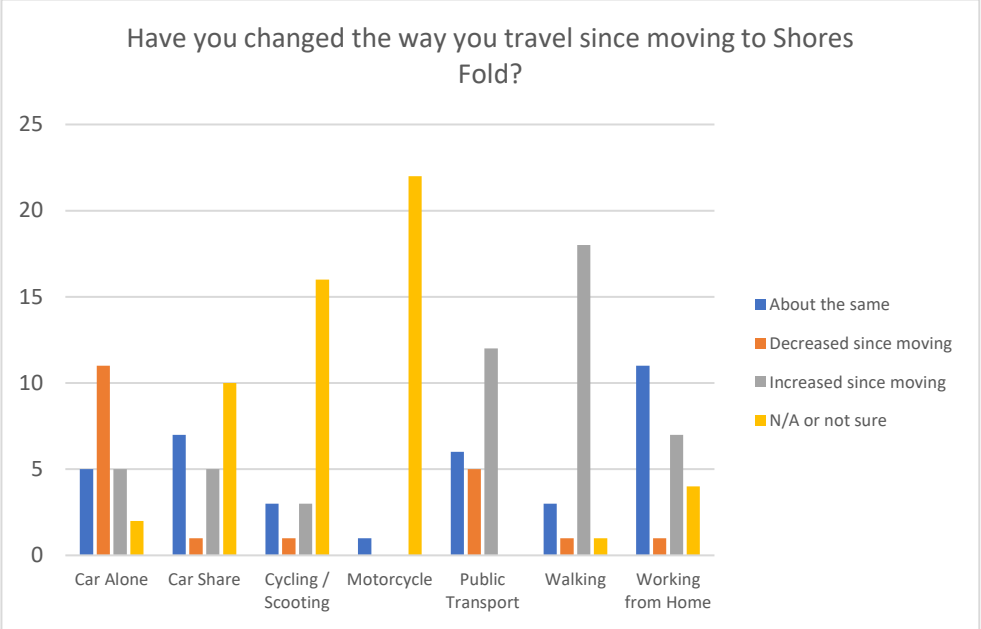


Figure 5.1 Change in modes since moving, *n=23*

Travel to work

5.17 Respondents were asked to identify their primary mode of travel to work since moving to Shores Fold; the resulting modal split is shown below in Table 5.1. This provides the baseline mode of travel to work against which future surveys will be assessed

Table 5.1 Baseline modal share of travel to work

Mode	2026 baseline survey
SOV	34.8%
Car share	4.3%
Public Transport	43.5%
Work from Home	8.7%
Cycling	4.3%
N/A / Other	4.3%
Walking	0%
Total	100%

5.18 The survey also asked how respondents travelled to work, prior to moving to Shores Fold, Figure 5.2 shows changes in mode. The far-left modes (walking, public transport, N/A and car) are the chosen modes prior to moving, whilst the horizontal modes show the primary modal choice since moving.

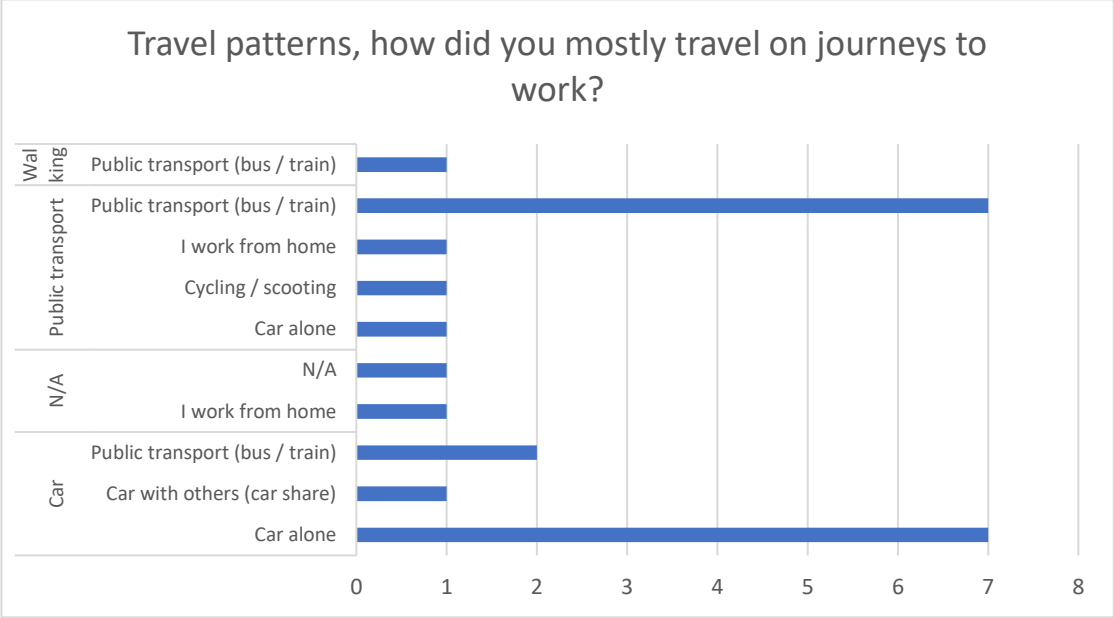


Figure 5.2 Comparison of mode of TTW before and after moving to Shores Fold

5.19 The change in mode of travel to work shows that despite some respondents who previously travelled by car to work now using public transport, there are others who were previously using public transport who are now traveling by car.

5.20 Respondents were also asked whether they occasionally used different modes of transport for commuting purposes. Figure 5.2 illustrates how frequently respondents switch from their primary mode, and identifies the alternative modes they are most likely to choose.

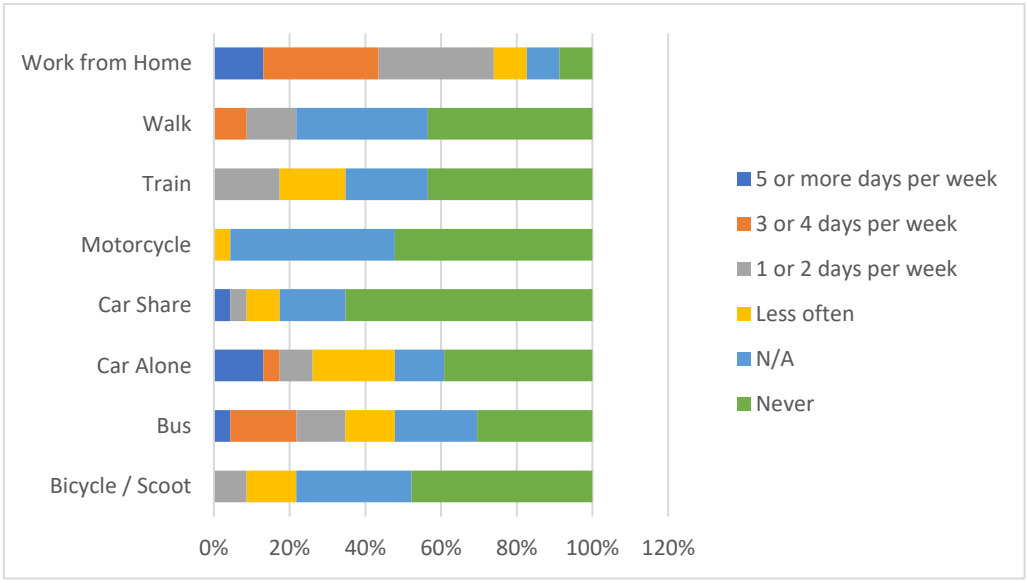


Figure 5.3 Alternative modes of travel

5.21 The results demonstrate that respondents typically choose to work from home as their alternative mode of travel, which is positive. However, 65% of respondents note that they never car share as an alternative mode; an opportunity to increase this is therefore present.

Influencers

5.22 When asked which measures would encourage residents to travel by other modes, the biggest influencers were found to be public transport and cycling measures, as illustrated in Figure 5.4.

5.23 The most popular measure for walking was the provision of walking / cycling maps (26%).

5.24 For public transport, the most popular measures were better public transport information (35%) and information on routes to bus stops / railway stations (26%).

5.25 Similarly, a number of cycling-related measures were identified as having the potential to influence respondents' decision to use this mode. Notably, 35% of respondents indicated that increased availability of cycle parking at Heaton Chapel station, along with the provision of bicycle security marking (35%), would encourage them to cycle.

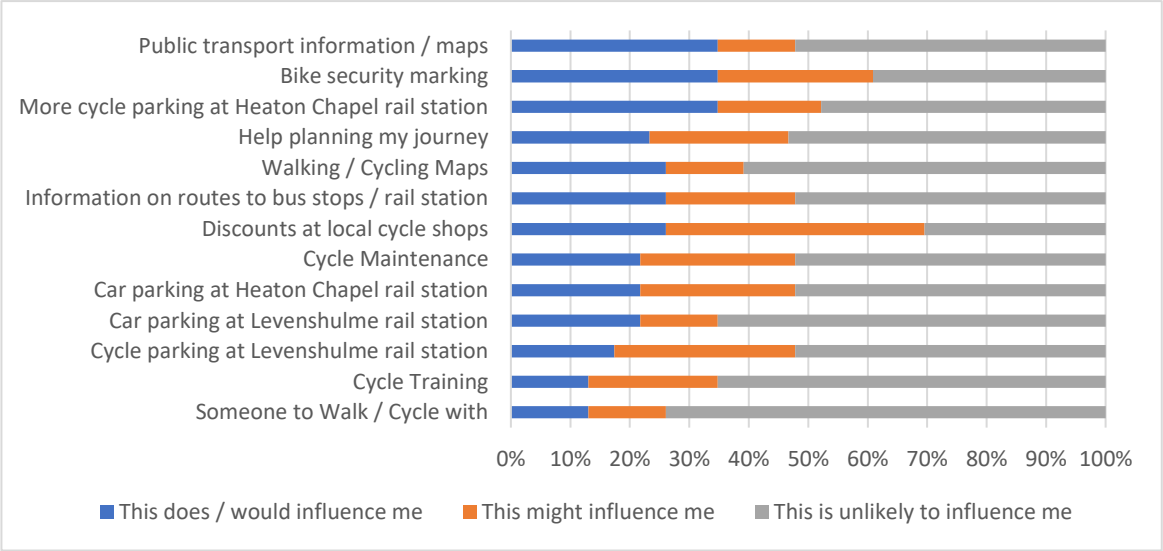


Figure 5.4 Measures influencing modal choice

Comments

5.26 Respondents were invited to leave additional comments within the survey. At the end of the survey, respondents were asked whether they had any further comments on travel to and from their new home.

5.27 Only one resident provided additional comments, being *"Bike theft in the area is rife. Better policing would influence decision to purchase a bike."* This comment may explain why 35% respondents wish to see bicycle security marking introduced as a key measure for the travel plan.

Summary

5.28 This chapter has provided an analysis of the initial monitoring undertaken to understand how residents of Shores Fold currently travel, their preferences, and what might encourage them to adopt more sustainable modes of transport.

5.29 The baseline travel survey was conducted in April 2026, and the findings revealed that while most households have access to a car, a significant proportion utilise public transport to travel to work. However, there is still the chance to promote further use of active modes throughout the lifetime of the travel plan.

5.30 Encouragingly, nearly half of respondents reported a general decrease in the use of single occupancy vehicles since moving in, and over two thirds noted that they were walking more.

5.31 The baseline survey revealed that public transport was the overall dominant mode, however, the use of single occupancy vehicles represented over a third of responses. Respondents identified several factors that could influence a further shift in travel behaviour towards non-car modes, including bicycle parking at nearby railway stations, improved public transport information and services and the provision of bicycle security marking.

5.32 The chapter concludes with resident feedback, including concerns about bicycle theft in the local area. These insights will inform future targets and measures to support sustainable travel choices across the development.

Proposed actions

- Improve awareness and engagement through re-promotion of the Travel Information Pack.
- Continue to encourage cycling within the Greater Manchester area, as well as cycle training and maintenance events offered by Manchester City Council.
- Continue to promote regional journey planning and real-time travel information from TfGM Bee Network.
- Continue to promote car sharing and online platforms like Liftshare and BlaBlaCar.
- Improve awareness of current bicycle security marking kit offer found within the Travel Information Pack.

6 OBJECTIVES AND TARGETS

6.1 The travel plan seeks to establish clear outcomes to be achieved in relation to transport based on key objectives and supporting targets for the development. The main aim of the travel plan is:

'To create a sustainable, community driven environment for residents, which promotes a range of lifestyle and travel choices and reduces reliance on the private car.'

6.2 To support this aim, objectives give the travel plan direction and focus whilst targets are measurable and help to indicate whether the high-level objective aspirations have been met.

6.3 The travel plan recognises that there is not one specific mode of transport suitable for all residents and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

Objectives

6.4 The initial travel plan was prepared to achieve the following objectives:

- Reducing the transport impact of the development, by reducing reliance upon the car and improving awareness and usage of alternative modes;
- Increasing opportunities for residents, by promoting walking, cycling, public transport and car sharing;
- Minimising the total travel distance of residents;
- Promoting healthy lifestyles and sustainable, vibrant communities, accessible by all.

Targets

6.5 The setting of targets is key to ensuring that the objectives of the travel plan are met. Targets should therefore be linked to the objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). The two types of target are Aims, which consider modal share and Actions which represent milestones.

6.6 Targets will be measurable through the use of indicators, which represent the results of monitoring. Indicators may also be used to highlight the progress of the travel plan without necessarily having a linked target.

Aims – modal share targets

6.7 The key target will be to reduce single occupancy vehicle use and encourage traveling by sustainable modes.

6.8 As a comparison to the baseline travel survey, Table 6.1 shows the 2011 Census data for mode of travel to work for the MSOA Manchester 034 (E02001078) and the resultant targets set out within the 2017 Framework Travel Plan.

6.9 The table also provides the baseline survey data of mode of travel for work, demonstrating that public transport usage is higher than the pre-pandemic modal choices, which is encouraging given that nationally, patronage has not yet fully recovered from this.

6.10 Based on this data, targets have been set for Y3 and Y5 of the travel plan, aiming to reduce the level of single occupancy vehicle travel by 5% from the baseline, given the existing sustainable nature of the site. Nonetheless, continuous efforts will be made to promote the modal shift from SOVs to more sustainable modes.

Table 6.1 Mode Share baseline and targets

Mode	2011 Census	2017 FTP Target	2025 Baseline survey	Y3 target	Y5 target
SOV	**47%**	**45%**	**34.8%**	**32.3%**	**29.8%**
Car share	5%	5%	4.3%	Remaining modal split between sustainable modes	Remaining modal split between sustainable modes
Public Transport	27.5%	30%	43.5%		
Walking	19%	20.5%	0%		
Cycling			4.3%		
Taxi	1%	0%	-		
Motorcycle	0.5%	0.5%	-		
Work from Home	-	-	8.7%		
N/A / Other	-	-	4.3%		
Total	**100%**	**100%**	**100%**	**100%**	**100%**

Actions – milestone targets

6.11 The implementation of measures at the site have been set out in an action plan at the end of this strategy. The action plan will be further updated as part of the monitoring and review process, indicating whether further measures could be introduced to promote sustainable travel. Implementation of any new measures will be set out in the action plan with specific timescales as a milestone target.

7 MEASURES

7.1 The travel plan is a tool that seeks to implement measures to promote and encourage travel by sustainable modes of transport.

7.2 A successful and cost-effective travel plan is one that implements measures that are relevant and realistic to the development. As such, the following bespoke set of measures is in place for Shores Fold, which have been informed by the baseline travel survey.

7.3 Travel Plan Coordinator

7.4 A travel plan coordinator (TPC) will be in post for a period of five-years, as noted in Chapter 4.

7.5 Travel Information Pack

To promote the different opportunities for sustainable travel to and from the development, all users of the development have been provided with a travel information pack (TIP), which can be found at Appendix 1. The travel information includes:

- A map showing the location of the development in relation to the local area, highlighting the nearby bus stops and key local facilities along with cycling routes within close proximity of the site;
- Information highlighting the health benefits of walking and cycling;
- Details of local bus services and rail routes;
- Information about the benefits of car sharing; and links to online car sharing platforms;
- Links to useful websites for further information, such as Walk Wheel Cycle Trust, local authority transport pages, journey planning websites etc.;
- Information about the benefits of working from home and online shopping;

The TIP was provided to new residents close to the time of their occupation at the site.

7.6 Sustainable travel events

Throughout the year there are a number of events, for example Bike Week, that promote sustainable transport. The events help to raise awareness and encourage action on travel issues.

The TPC will continue to use Travel Information Pack to promote national, regional and local transport-related events in order to raise awareness and encourage action on travel issues. Some examples of the range of events are Better Transport Week, National Walking Month, Bike Week, and Liftshare Week.

7.7 Local cycling events

Cycling is an easy, cost-effective way to travel, as well as also providing a number of health benefits to individuals. The TPC will continue to use Travel Information Pack to promote regional and local cycling related events in order to raise awareness of the benefits of cycling.

Information about all available schemes (cycle training, bike maintenance, guided rides, etc.), including those provided by TfGM Bee Active (https://beeactive.tfgm.com/ will also be placed in the TIP, along with some guidance on cycling in the local area.

7.8 Personalised Journey Planning



Targeting individual journeys can be the most effective way of reducing car travel and encouraging use of sustainable modes. This initiative is most effective for those who currently travel by car and have no constraints to travel by sustainable modes.

Through the TIP, the TPC offers personalised journey planning to residents at Shores Fold, focusing on regular journeys. Subject to the resident's preference of mode of travel, the journey plan could include:

- Maps showing the location of the bus stops to use at either end of the journey, along with the accompanying walk route to their origin and destination;
- Details of how and where to buy tickets, including the current cost for travel;
- Suggestions of how to incorporate elements of the journey to sustainable modes; and
- Timetable information for public transport services used on their journey.

7.9 Bicycle / Walking / Public Transport User Groups



User groups are comprised of residents who express an interest in a form of transport; they could be enthusiasts who are interested in supporting the development of existing networks, along with those newer to the transport type. Enthusiasts typically support those who haven't yet committed to trying the transport but have shown an interest in learning more.

User groups tend to run on a regular basis, such as quarterly, to raise and maintain awareness of the transport type; the meetings are led by the travel plan coordinator.

User groups will be set up for the development site, within one year of occupation, subject to interest noted through the travel survey.

7.10 Taxi services



A number of local taxi services operate in close proximity to the development site, a small selection of the available operators will be provided within the site's travel information pack (TIP) for residents to utilise, and to replace regular walking and cycling trips, when required.

Further information and booking details will be promoted within the site's TIP.

7.11 Car share scheme



Car sharing can play an essential role in reducing the use of cars, and consequently congestion levels and CO2 emissions. As more people travel together, less car trips take place. Resultant benefits include, among others, less congestion and possible reductions in vehicle-based CO2 emissions.

The TPC will promote car sharing to residents using any locally available schemes. Information about all available schemes, including those provided by www.blablacar.com and https://liftshare.com/uk, will be placed in the TIP, along with some guidance on car sharing and FAQs.

7.12 Alternatives to Travel



Alternatives to regular trips, such as the commute to work and supermarket visits, present the potential to reduce single occupancy trips greatly. Residents will be encouraged to consider all journeys they make and identify whether an alternative is present.

For full-time office workers, working from home even just one day per week can reduce individual traffic and personal emissions by 20%; this is made possible by high-speed internet connections, multiple points within the homes for telephone and internet, and home office space.

Similar provisions enable a vast majority of shopping goods to be ordered from the home and delivered. Home shopping represents significant opportunities for reducing the need to travel.

Working from home and internet shopping will be promoted to residents through the travel information welcome pack. To support this, fibre broadband is being provided to all plots, as part of the residential development.

7.13 Local discounts

To encourage alternatives to the car, the TPC will investigate local discounts, such as at local cycle shops, with public transport operators etc.

All discounts/offers will be promoted via the TIP, as they are confirmed.

8 MONITORING STRATEGY

Future Surveys

8.1 Future surveys will enable comparable data to be obtained for assessment of progress. In addition to the baseline survey questions, further questions may be included to gain more in-depth detail on residents' travel behaviour. This may include, for example, the frequency of use of non-car modes of transport, and working from home patterns, along with the reasons for any changes in travel patterns.

8.2 Changes to existing travel behaviour, as derived from the data, will inform the annual review process. The undertaken survey represents the baseline year, with annual surveys to be undertaken in years one to five.

Reviewing

8.3 The TPC will undertake a review following each monitoring stage. This will be recorded in a monitoring report and will be important in assessing the effectiveness of the measures implemented, and to identify areas where modification may be necessary. In particular the following will be assessed:

- The level of single occupancy vehicle usage at the site; and
- Comments received from respondents.

8.4 When reviewing the effectiveness of the travel plan, the following questions will be asked:

- Which areas offer the greatest potential for change / improvement?
- Was the initiative implemented by the target date?
- How well used is each scheme / initiative?
- How much did it cost to introduce?
- Is the review process itself effective?

8.5 The TPC will compare the mode share statistics obtained from each monitoring period to the targets set for the development. The TPC may choose to revise these targets in order to maintain a realistic goal for the aims and objectives of the travel plan.

8.6 The TPC will also investigate the effectiveness of the measures and initiatives being promoted and the contribution they make towards the aims and objectives of the travel plan. The TPC may choose to remove ineffective measures and/or initiatives and implement new measures.

8.7 The TPC will prepare a monitoring report to include the results of the survey, details and success of measures implemented and an action plan for the forthcoming period. The report will be made available to the local authority, along with the survey data, within three months of the monitoring period.

9 ACTION PLAN

9.1 The action plan follows, and includes measures, monitoring and marketing actions to be implemented, timescales for implementation, responsibilities and an indication of the budget required in order to deliver each action.

Action	Target Date	Responsibility	Budget Indication
Appointment of TPC	Completed	Towerhouse Systems	Staff time
Exchange contact details with relevant officers	TPC contact details are identified within this TP	TPC	Staff time
Set up travel plan working file	Completed	TPC	Staff time
Develop travel information pack	Completed	TPC	Staff time + materials
Issue travel information to residents	Packs provided to Sales Team for distribution	TPC/Sales Team	Staff time + printing
Promote local area cycle and walking maps and routes	Within travel information pack / completed	TPC	Staff time
Promote any local area cycle training and maintenance courses	Within travel information pack / completed	TPC	Staff time
Assess interest in a walking and cycling users' group	Assess through travel surveys	TPC	Staff time
Negotiate discounts and deals with local cycle shops, public transport operators etc.	Completed, to review annually	TPC	Staff time
Encourage residents to reduce the need to travel e.g. work from home / alternatives to regular journeys	Within travel information pack / completed	TPC	Staff time
Offer PTP to residents	Ongoing whilst TPC is in place	TPC	Staff time
Promote national travel-related events to residents	On a regular basis through the year	TPC	Staff time
Promote taxi services to residents to replace walking or cycling trips, when required	Within travel information pack / completed	TPC	Staff time
Promote car sharing as part of TIP	Within travel information pack / completed	TPC	Staff time
Annual Monitoring / Review			
Prepare resident baseline travel survey	Completed	TPC	Staff time

Issue surveys to residents	Completed	TPC	Staff time + printing
Close online travel survey	Completed	TPC	Staff time
Review travel plan objectives and set mode share targets on the basis of survey data	Completed, provided within this TP	TPC	Staff time
Conduct repeat travel survey	2027, 2028, 2029, 2030, 2031	TPC	Staff time
Analyse responses to surveys, produce progress report and issue to MCC	Within 3 months of receipt of responses, for each survey	TPC	Staff time

APPENDIX 1
TRAVEL INFORMATION PACK



Shores Fold | Travel Information Pack

PROVIDED BY

SCP TRANSPORT PLANNING an RSK company

SHORES Fold

TH TOWERHOUSE SYSTEMS LIMITED QUALITY HOUSING DEVELOPMENTS WWW.TOWERHOUSESYSTEMS.CO.UK

Welcome to your new home!

We hope you are enjoying life at Shores Fold. Moving into a new home is an exciting milestone, often bringing fresh opportunities and changes to your daily routine.

This welcome pack has been created to introduce you to sustainable, environmentally friendly travel options. By exploring these choices, you can support your wellbeing, reduce everyday costs, and help build a more connected community.

Towerhouse Systems is committed to reducing the development's environmental impact and supporting the local area. By choosing alternative ways to travel, we can all play a part in creating a healthier, greener, and more vibrant community. This guide provides practical tips and helpful information to help make your future journeys simple and convenient.

Some reasons to consider your sustainable travel choices...

Environment

- Improves the local environment by reducing emissions, and air and noise pollution.
- Reduces congestion and improves travel awareness.
- Helps to preserve and encourage more green spaces, as well as protecting biodiversity.

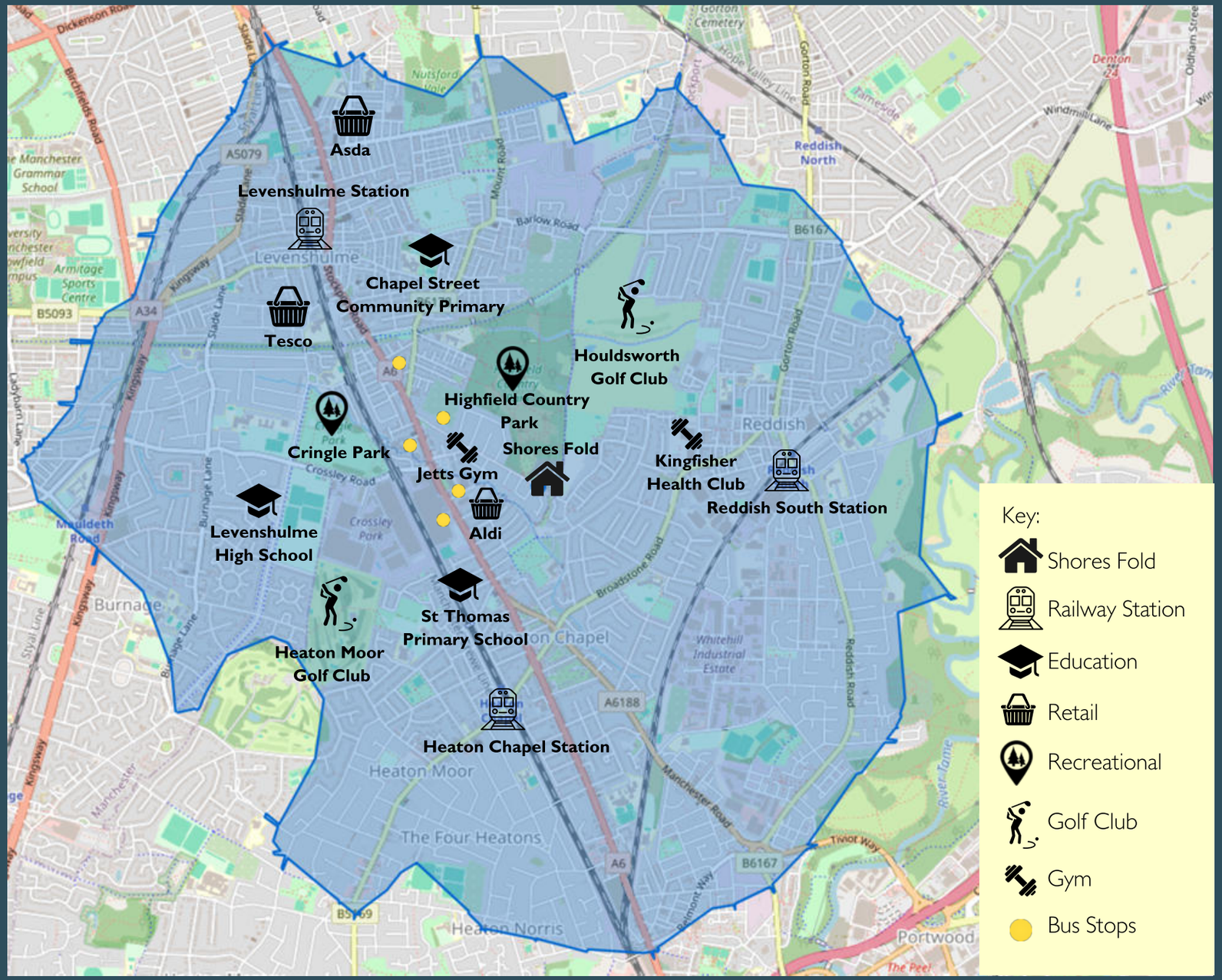
Social

- More people on the streets (not in cars!) helps make public spaces more welcoming.
- Reduces stress and time spent driving, especially when the local roads are congested.
- Active travel is more affordable, meaning everyone can get involved.

Health

- Improved health, fitness and wellbeing from being more physically active.
- Mental health benefits including improved mood, concentration and better sleep.
- Improves road user skills and therefore road safety.

Your local area



We've included a handy map highlighting key amenities within a 30-minute walk of your home, making it easy to see just how much is on your doorstep. From local shops and cafés to green spaces and essential services, everything you need is within easy reach.

We encourage you to make the most of these nearby options by walking or cycling whenever possible, not only is it a great way to stay active and reduce travel costs, but it also helps lower your environmental impact.

Levenshulme, Reddish & Heaton Chapel have their own bustling high streets, filled with cafes, shops, bars and restaurants. Why not take the oppportunity to explore your local neighbourhood, discover hidden gems, and get to know what the area has to offer!

Let’s get Moving!



As shown in your local area map, there are a number of facilities available on foot from your home at Shores Fold. Embracing active travel is a great way to boost your wellbeing and enjoy a more active, fulfilling lifestyle.

There are plenty of walking routes nearby, so when the weather’s nice, it’s well worth heading out and giving one a try; you might find a new favourite spot along the way! Why not try a walk around Cringle Park or a loop around Highfield Country Park and stop off in a cafe in Levenshulme on your way back? It is a great way to explore the local area.

Cringle Park is a 28-acre area of greenspace offering a circular walking route through woodland, meadows, and community play areas. The walking circuit is flat, well-marked, and is generally a quiet, accessible loop.

Highfield Country Park is a 70-acre area of greenspace, directly next to your new home! There are several different trails to try, with waymarkers throughout the park to help guide you. For a quick and easy loop of the park, try the St Andrews Trail.

For more information on Cringle Park and Highfield Country Park, please scan the QR codes:

Cringle Park

Highfield Country Park

TfGM Bee Active also offer plenty of information on walking in Greater Manchester, including route maps, accessibility information, and support to help to get you walking.

Find out more at:
https://beeactive.tfgm.com/walking/

Let’s get Moving!

All houses were provided with a shed as part of the development, as handy storage for your bikes.

The location of your new home at Shores Fold offers easy access to a variety of cycling routes, perfect for both leisure and commuting.

National Cycle Network (NCN) Routes 6 and 60 are nearby, accessible from the Fallowfield Loop. At the southern end of Cringle Road, a public footpath leads onto Nelstrop Road North, which continues north to provide a direct link to the Fallowfield Loop. Alternatively, you can cycle through Highfield Country Park to reach the Fallowfield Loop!

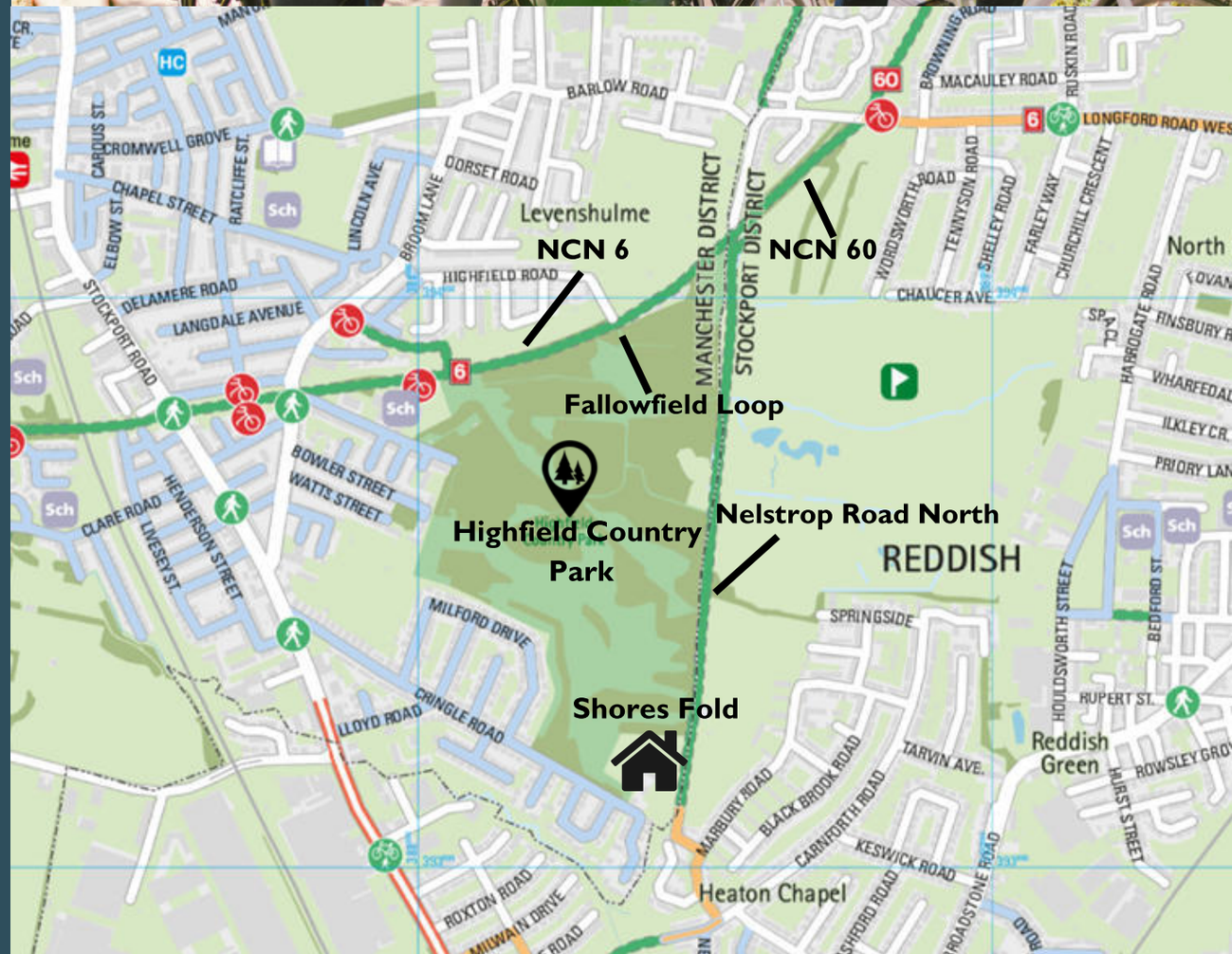
NCN Route 60 is a fully signposted and mostly-traffic free route, running along Northern and Eastern sides of Manchester, following the fantastic Fallowfield Loop between Chorlton and Gorton.
NCN Route 6 is also a fully signposted route, which briefly follows the Fallowfield Loop, before heading north towards Manchester city centre on urban paths.

For route maps and more information on the National Cycle Network, head to:
https://www.walkwheelcycletrust.org.uk/national-cycle-network/

If you’ve not dusted your wheels off in a while, or are not sure where to start, TfGM also organise regular bike maintenance and training sessions free of charge for residents across Greater Manchester.

Find out more at:
https://beeactive.tfgm.com/cycling/





Explore your local public transport options

The location of your new home at Shores Fold provides many options for travelling by public transport, with easy access to bus stops on Stockport Road accessible in less than 5 minutes on foot. The bus stops are served by routes 191 and 192.

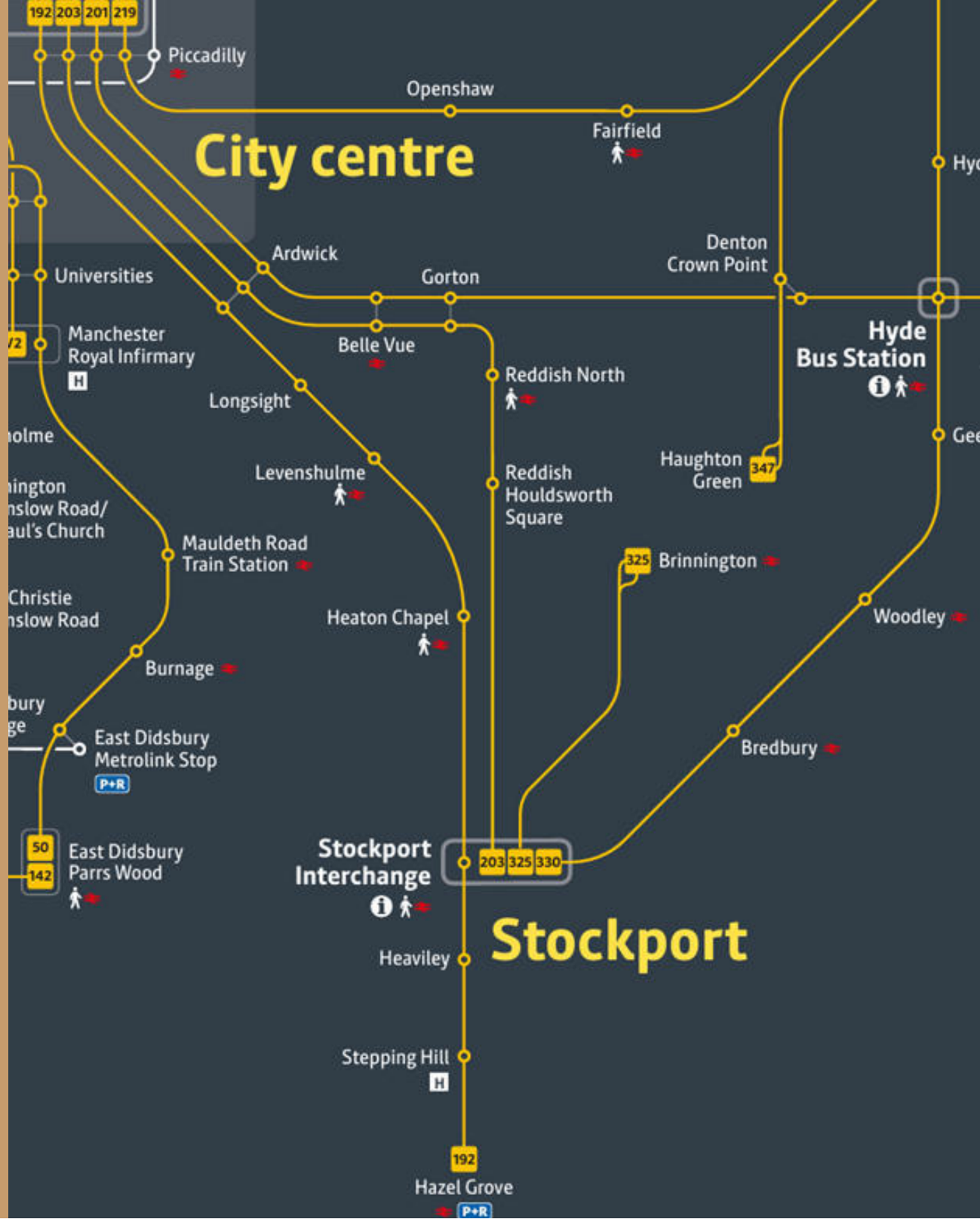


Route 191 / 192 connects with Manchester, Stockport and Hazel Grove. It runs throughout the day from around 4am to 2am with buses as often as every 4 minutes during the week!

All routes in Greater Manchester are operated under the Bee Network. Scan the QR code for the Bee Network website, for more details on route planning, fares and tickets.

Service 192

Bee Network



Explore your local public transport options

The location of your new home at Shores Fold also provides options for travelling by national rail, with Levenshulme and Heaton Chapel rail stations both within a 20-minute walk of your home.

Both Heaton Chapel and Levenshulme stations operate on the same train line, with 4 trains per hour northbound towards Manchester Piccadilly, and 4 trains per hour southbound towards Crewe, Alderley Edge, Buxton or Hazel Grove during the week and on Saturdays.

On Sundays the service is reduced to one train per hour in each direction between Manchester Piccadilly and Buxton.

Change at Manchester Piccadilly or Crewe for further National Rail services towards London, Liverpool, Glasgow and the Lake District.

Whether you're commuting, or planning a longer journey, the National Rail journey planner helps you find the best routes in seconds.

https://www.nationalrail.co.uk/journey-planner/

You can also combine bus and rail journeys with the TfGM Tram Network (Metrolink) for journeys further across Greater Manchester.

Your most accessible tram stops are at Manchester Piccadilly station, which you can access in a short train journey from either Levenshulme or Heaton Chapel railway station, or via a short bus journey on the 191 / 192 service.

From Manchester Piccadilly you can access the Blue, Yellow, Purple and Orange lines of the tram network, which provide access to a range of destinations including Ashton-under-Lyne, Altrincham, MediaCity UK (Salford) and Etihad Campus (for the Co-op Live Arena).

Blue: Ashton-under-Lyne - Eccles
Yellow: Piccadilly - Eccles
Purple: Altrincham - Ethiad Campus
Orange: MediaCity UK - Ethiad Campus

You can purchase combined Train + Tram & Bus + Tram tickets using the Bee Network app or at a Metrolink Stop ticket machine. For more information on ticketing, please visit:

https://tfgm.com/tickets-and-passes





Saving on the cost of travel

Concessionary Travel

Residents of Greater Manchester can apply for the **TfGM Concessionary Pass** providing free travel on all buses in England and across the TfGM network. Individuals eligible for the concessionary pass include those who are:

- Over 60 years of age
- Have a disability that severely affects their ability to travel, including but not limited to:
  - Visual & hearing impairments
  - Mobility issues
  - Learning disabilities
  - Certain chronic health conditions

If you are applying for an Over 60s Concessionary Pass, you can also choose to pay £10 to add tram and train travel to your pass, for a year's unlimited off-peak travel on Metrolink and trains within Greater Manchester.

For specific eligibility, please visit the TfGM website by scanning the QR code!

MANCHESTER CITY COUNCIL

Railcards

Save up to ⅓ on your rail journeys with a National Railcard!

The average Railcard holder saves up to £172 per year. There are 9 main National Railcards, which give you savings of ⅓ off most train fares.

You can purchase your Railcard online or at ticket offices. You can get your Railcard in a digital format to be stored in the National Rail Railcard app on your phone or tablet, or as a physical card.

You can use your Railcard to buy tickets online, at a ticket office, from a ticket machine, and over the phone. You must carry your Railcard with you on your journey to qualify for the discount.

For specific eligibility, please visit the National Rail Railcard website by scanning the QR code!



Sustainable car use

Why car share?

Save money

Not only will sharing help protect the planet but it also protects your pocket. Lift sharing is one of the cheapest ways to travel - with regular sharers saving over £1,000 a year in travel costs.

Meet new people

We're a community! Sharing with fellow neighbours is an exciting opportunity to expand your circle. Meet new people and make friends with like-minded sharers.

Reduce congestion

Sharing a lift means fewer cars on the road. Fewer cars means less traffic. Less traffic allows for happier, reduced stress commutes for everyone.

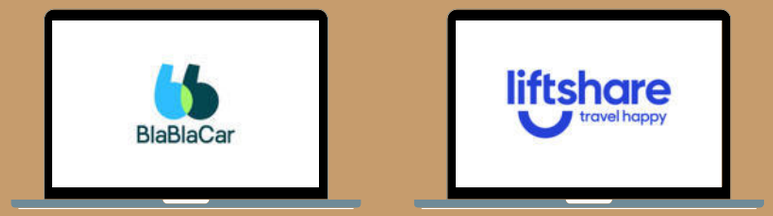
Healthier communities

Heavy congestion leads to high levels of local pollution which is damaging to our respiratory health. By sharing a car, you can help to reduce emissions and support your local community.

How can I find someone to car share with?

Ask your friends where they live and make your own car share arrangement with those who live close to you!

There are also car sharing schemes available in your local area. Check out blablacar.co.uk or liftshare.com/uk



Have you considered getting an electric vehicle?

Are you in the market for a new car?
Why not check out the cost differences between a traditional internal combustion engine (ICE) compared to an electric vehicle?

Use the QR code to see how much you could save!

Our top tips

Reducing the need to travel

By reducing the need to travel for some of your journeys, you immediately help to reduce your carbon footprint. Why not give these suggestions a try and see what works for you!

Working from home

If you have the opportunity to work from home even for just one day each week, you'll save time and money, and reduce your journey-related stress levels. Try working from a cafe or pub and you'll save on heating too!





Re-thinking your shop

With a convenience store just a few minutes from your home, eliminate your travel cost and shop local.

Alternatively, try a home delivery service from your favourite supermarket and shop from the comfort of your living room.

Days out

There are an abundance of fun activities which have a low impact on the environment and in some cases support it.

Why not try taking a walk around one of your local parks and making a day of it? Take time to stop and soak in the small things you see, hear and smell.



Other Information and Useful Links

Discounted Rail Travel

Save Up to 1/3 on Rail Fares with a Railcard!
Railcards are available for young people, seniors, families, couples, disabled travelers, and more. Scan the QR code to the find the railcard that suits you best, and apply online.

Manchester City Council

Manchester City Council can also help with local services, route information, and concessionary travel. For more information, please scan the QR code.

TfGM Bee Active

The TfGM Bee Active website includes a range of information, tools and advice on travelling sustainably across your local area and Greater Manchester.

Manchester & Salford Ramblers

Manchester and Salford Ramblers are a local walking group which operates walks across Greater Manchester for anyone to join, regardless of ability.

Enterprise Car Club

A car club gives you flexible and hassle-free access to a car or a van whenever you want. Pay by the hour, day or week, and only pay when you use it.

Your closest Enterprise Car Club is located on Egerton Road, Fallowfield, M14 6YB.

Exclusive offer for residents!

We've partnered with BikeRegister, the UK's only national cycle database, working with local authorities to keep your bike safe.

Enjoy 10% off any marking kit with code **SCP10** at checkout!
For more information please visit: www.bikeregister.com

Happy Travelling!

If you have any questions relating to the content provided in this travel information pack, you can contact us by email at: travelplans@scptransport.co.uk

Want to help guide the content of future travel info packs? Get in touch!

PROVIDED BY

APPENDIX 2
RESIDENTIAL TRAVEL SURVEY

Shores Fold, Cringle Road, Manchester

Residents' Travel Survey, April 2026

Welcome to your new home at Shores Fold!

Each year we are required by Manchester City Council (MCC) to send out a travel survey, to help us understand how you and other members of your household travel on journeys to work, education and leisure trips, and your reasons for travelling as you do.

The survey only takes 5 mins to complete - why not make a cup of tea while you do it - you'll be done before the kettle has boiled!

The information you provide will help us tailor useful travel information and improve your journeys. We are obliged to share the data with MCC but it will be anonymised first.

If you would like to speak to someone about this survey, would like some assistance with your travel or would just like some further information, please get in touch:

Contact Email: TravelPlans@scptransport.co.uk
Phone: 0161 832 4400

Thank you for your time - it's much appreciated!

* Required

Our Travel Plan

As part of the planning consent for Shores Fold, MCC requires us to provide travel information and undertake regular travel surveys, to find out how you're travelling.

1. When did you move into your home at Shores Fold? *

   If you're not sure of the exact date, please provide your best estimate

Your Current and Future Travel Patterns

This part of the survey is about how you currently travel and how you'd like to travel in the future

2. Have you changed the way you travel since moving to Shores Fold? *

	Increased since moving	Decreased since moving	About the same	N/A or not sure
Car (alone)	◯	◯	◯	◯
Car share (more than 1 person in a car)	◯	◯	◯	◯
Motorcycle	◯	◯	◯	◯
Public transport	◯	◯	◯	◯
Cycling / Scooting	◯	◯	◯	◯
Walking	◯	◯	◯	◯
Working from home	◯	◯	◯	◯

3. Which of the following motorised vehicles does your household have access to? *

	None	One	More than one
Petrol / diesel car	◯	◯	◯
Electric / hybrid car	◯	◯	◯
Motorcycle / moped	◯	◯	◯
E-scooter	◯	◯	◯
Mobility scooter	◯	◯	◯

4. Which of these does your household have access to? *

- ☐ 1 or more adult bicycles
- ☐ 1 or more children's bicycles
- ☐ 1 or more adult scooters
- ☐ 1 or more children's scooters
- ☐ None of the above

5. For journeys to your last house (**before you moved to Shores Fold**), how did you mostly travel on journeys to work? (please choose one main transport choice) *

- ◯ Car
- ◯ Car share
- ◯ Public transport
- ◯ Cycling / scooting
- ◯ Walking
- ◯ N/A - I am retired / on a work break / parental leave / unemployed / other
- ◯ Other

6. Now you're living at Shores Fold, how do you usually travel on your **journeys to work?** *

Please choose the mode you use most often, for the longest part of your journey by distance

- ◯ Car alone
- ◯ Car with others (car share)
- ◯ Public transport (bus / train)
- ◯ Cycling / scooting
- ◯ Walking
- ◯ Taxi
- ◯ Motorcycle
- ◯ I work from home
- ◯ N/A - I'm retired / on a work break / on parental leave / unemployed / other

7. What other modes do you usually use to travel to work? *

	5 or more days per week	3 or 4 days per week	1 or 2 days per week	Less often	Never	N/A
Car (alone)	◯	◯	◯	◯	◯	◯
Car (with other people)	◯	◯	◯	◯	◯	◯
Bus	◯	◯	◯	◯	◯	◯
Train	◯	◯	◯	◯	◯	◯
Motorcycle	◯	◯	◯	◯	◯	◯
Bicycle / scooter	◯	◯	◯	◯	◯	◯
Walk	◯	◯	◯	◯	◯	◯
Work from home	◯	◯	◯	◯	◯	◯

8. How do you usually travel for the following purposes? *

	Car	Public transport	Walking or cycling	Taxi	I mostly do this online	N/A
Food shopping	◯	◯	◯	◯	◯	◯
Other shopping	◯	◯	◯	◯	◯	◯
Exercise / fitness	◯	◯	◯	◯	◯	◯
Leisure/entertainment	◯	◯	◯	◯	◯	◯
Access school/education	◯	◯	◯	◯	◯	◯
Access healthcare	◯	◯	◯	◯	◯	◯

9. If you are a car driver, would you be prepared to use any of the alternatives available to you? *

Please tick all that apply

- ☐ Car share
- ☐ Train
- ☐ Bus
- ☐ Motorcycle
- ☐ Bicycle
- ☐ Walk
- ☐ No thanks

10. Which of these measures would encourage you to walk or cycle, for all or part of your journey? *

	This does / would influence me	This might influence me	This is unlikely to influence me
Opportunity to **try or hire a bike** before buying	◯	◯	◯
Someone to **walk or cycle with**	◯	◯	◯
Walking and cycling **route maps**	◯	◯	◯
Cycle training (refresher or for new cyclists)	◯	◯	◯
Cycle **maintenance** help	◯	◯	◯
Discounts at a local cycle shop	◯	◯	◯
Help **planning my journey**	◯	◯	◯
Bike **security marking**	◯	◯	◯

11. Which of the following measures would encourage you to travel less by car, and more by public transport? *

	This does / would influence me	This might influence me	This is unlikely to influence me
Public transport **information / maps**	◯	◯	◯
Help **planning my journey**	◯	◯	◯
Information on **routes to bus stops / rail station**	◯	◯	◯
Cycle parking at Levenshulme rail station	◯	◯	◯
Car parking at Levenshulme rail station	◯	◯	◯
More cycle parking at **Heaton Chapel** rail station	◯	◯	◯
Car parking at Heaton Chapel rail station	◯	◯	◯

12. What would encourage you to start / continue car sharing? *

Please tick all that apply

- [ ] Help finding a partner
- [ ] More information on car sharing
- [ ] Getting to know my neighbours
- [ ] Having a Shores Fold car share scheme
- [ ] Not for me, thanks

About You / Your Household

We just need a few details from you about your household - we promise to keep the details to ourselves and will anonymise the data we receive for reporting purposes.

13. Please enter your house number / address:

14. How many people live in your house? *

15. Please enter the work postcodes of all residents in your household:

16. Please enter the postcodes of any school / education sites, for all residents in your household who currently attend these locations:

17. Please specify the age ranges of those living in your household: *

- [ ] 0-10
- [ ] 11-20
- [ ] 21-40
- [ ] 41-50
- [ ] 51-65
- [ ] 65+

18. Do you / any of your household have a disability that affects the way you/they travel? *

- ◯ Yes
- ◯ No

19. Do you have any further comments?

Thanks for taking part!

20. Thanks so much for taking part! Undertaking these surveys is really important to meet the requirements of planning permission for your home.

    If you would like to be entered into the prize draw to win one of two £50 Amazon or One4All gift vouchers, please leave your email address at the end of the survey.

    We would also love to send next year's survey to you directly by email.

    Your details will only be kept for the purposes of confirming prize draw winners and sending out the next survey, and will be removed from our system after use.

    Please let us know which of the above you consent to.

    - [ ] I'm happy for you to send next year's survey to me by email
    - [ ] Please enter me into the prize draw

21. Please leave your email address if you consent to either of the above options.

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Microsoft Forms

APPENDIX 3
TRAVEL SURVEY RESULTS

ID	Start time	Completion time	When did you move into your home or Shores field?	Car (alone	Motorcycle	Public transport	Cycling / Scooting	Walking	Working from home	Petrol / diesel car	Electric / hybrid car	E-scooter
1	4/15/26 11:25:30	4/15/26 11:30:05	July 2025	Increased since maxine	N/A or not sure	About the same	N/A or not sure	About the same	About the same	One	None	None
2	4/15/26 11:14:08	4/15/26 11:15:27	July 2025	About the same	Increased since moving	N/A or not sure	Decreased since moving	Decreased since moving	Increased since moving	One	None	None
3	4/15/26 11:14:58	4/15/26 11:16:17	Jan 2025	N/A or not sure	N/A or not sure	N/A or not sure	Decreased since	N/A or not sure	Increased since maxine	One	None	None
4	4/15/26 11:24:28	4/15/26 11:28:02	June 2024	Decreased since maxine	N/A or not sure	About the same	N/A or not sure	Increased since maxine	Increased since maxine	About the same	One	None
5	4/15/26 11:53:54	4/15/26 14:01:28	03/02/2024	Increased since maxine	N/A or not sure	Increased since maxine	N/A or not sure	Increased since maxine	Increased since maxine	About the same	One	None
6	4/15/26 14:24:09	4/15/26 14:29:49	14/06/2024	About the same	N/A or not sure	N/A or not sure	Increased since maxine	N/A or not sure	Increased since maxine	Increased since maxine	One	None
7	4/15/26 17:42:01	4/15/26 17:46:39	June 2024	Increased since maxine	Decreased since maxine	N/A or not sure	Decreased since maxine	N/A or not sure	Increased since maxine	Increased since maxine	One	None
8	4/15/26 18:12:07	4/15/26 18:15:24	27/02/26	Increased since maxine	N/A or not sure	Increased since maxine	N/A or not sure	N/A or not sure	N/A or not sure	One	None	None
9	4/15/26 18:25:08	4/15/26 18:29:14	March 2025	Decreased since maxine	About the same	N/A or not sure	Increased since maxine	N/A or not sure	Increased since maxine	More than one	None	None
10	4/15/26 18:29:16	4/15/26 19:36:01	March 2025	About the same	N/A or not sure	Increased since maxine	N/A or not sure	Increased since moving	Increased since moving	More than one	None	None
11	4/15/26 18:16:04	4/15/26 20:00:36	June 2024	Decreased since moving	About the same	N/A or not sure	Increased since maxine	Increased since maxine	About the same	One	None	None
12	4/15/26 23:44:38	4/15/26 23:49:06	September 2025	Increased since maxine	Increased since maxine	N/A or not sure	Increased since maxine	N/A or not sure	Increased since moving	Increased since maxine	One	None
13	4/16/26 11:14:34	4/16/26 11:21:59	Dec 2024	About the same	N/A or not sure	Increased since moving	N/A or not sure	Increased since moving	About the same	More than one	None	None
14	4/16/26 20:14:57	4/16/26 20:16:57	February 2024	About the same	N/A or not sure	Increased since maxine	N/A or not sure	Decreased since maxine	Increased since maxine	None	None	None
15	4/16/26 20:28:59	4/16/26 20:38:59	March 2024	About the same	N/A or not sure	Decreased since maxine	Increased since maxine	Increased since maxine	N/A or not sure	None	One	None
16	4/17/26 11:23:41	4/17/26 11:28:41	May 2024	Decreased since maxine	Decreased since maxine	N/A or not sure	Increased since maxine	N/A or not sure	Increased since maxine	None	One	None
17	4/17/26 11:23:43	4/17/26 11:32:21	May 2024	Decreased since maxine	Decreased since maxine	N/A or not sure	Increased since maxine	N/A or not sure	Increased since maxine	None	One	None
18	4/19/26 16:53:33	4/19/26 17:02:26	23rd January 2026	Decreased since maxine	N/A or not sure	Increased since maxine	N/A or not sure	Increased since maxine	About the same	One	None	None
19	4/20/26 11:50:32	4/20/26 12:00:09	June 2024	About the same	Increased since maxine	N/A or not sure	Increased since maxine	About the same	About the same	One	None	None
20	4/22/26 1:57:28	4/22/26 7:08:47	April 2024	Decreased since maxine	Increased since maxine	N/A or not sure	About the same	N/A or not sure	Increased since maxine	Increased since maxine	One	None
21	4/22/26 9:05:11	4/22/26 9:55:36	December 2025	Increased since maxine	Increased since moving	About the same	Increased since moving	About the same	Increased since moving	About the same	One	None
22	4/22/26 17:42:39	4/22/26 18:09:42	2024	About the same	N/A or not sure	Decreased since maxine	Decreased since maxine	Decreased since maxine	Increased since maxine	More than one	None	None
23	4/27/26 8:56:20	4/27/26 9:04:13	27/05/2026	About the same	N/A or not sure	N/A or not sure	Increased since maxine	Increased since maxine	N/A or not sure	One	None	None

Monthly scooter	Which of these does your household have access to?	If someone is living in Hawkins Field, how do you usually travel on journeys to work? Follow-	Thinking back to before you lived in Shores field, how do you usually travel on your journeys to work?	Car share3	Car/van other people	Bus	Train	Motorcycle2	E-bike/ E-scooter	Bike	Motorcycle / moped
1 None	None of the above;	N/A - I am retired / on a work break / parental leave / unemployed / other	I work from home	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None
2 None	1 or more adult scooters;	Public transport	Public transport (bus / train)	Never	Never	Less often	Never	Never	Never	Never	None
3 None	None of the above;	Public transport	Public transport (bus / train)	Never	Never	3 or 4 days per week	Less often	Less often	Never	3 or 4 days per week	None
4 None	1 or more adult bicycles;	Public transport	Cycling / scooting	Never	Never	Less often	Less often	Never	1 or 2 days per week	Never	None
5 None	None of the above;	Public transport	Car alone	1 or 2 days per week	Never	Never	Never	Never	Never	Never	None
6 None	None of the above;	Car	Car alone	Less often	Never	Never	Never	Never	Never	Never	None
7 None	None of the above;	Public transport	I work from home	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None
8 None	None of the above;	Car	Car alone	1 or more days per week	Never	Never	Never	Never	Never	Never	None
9 None	None of the above;	Car	Car alone	1 or 2 days per week	Never	N/A	N/A	N/A	N/A	N/A	None
10 None	None of the above;	Public transport	Public transport (bus / train)	Never	Never	Never	3 or 4 days per week	Never	N/A	N/A	None
11 None	1 or more adult bicycles;	Car	Public transport (bus / train)	Never	Never	1 or 2 days per week	1 or 2 days per week	N/A	1 or 2 days per week	N/A	None
12 None	None of the above;	Car	Car alone	3 or 4 days per week	Never	Never	Never	Never	Never	Never	None
13 None	1 or more adult bicycles;	Car	Car alone	1 or more days per week	Never	Never	Never	Never	Never	Never	None
14 None	None of the above;	Walkine	Public transport (bus / train)	Never	Never	Never	1 or more days per week	Never	Never	Never	None
15 None	1 or more adult bicycles;	Car	Car alone	1 or more days per week	Never	Never	Never	Never	Never	Never	None
16 None	1 or more adult bicycles;	Public transport	Public transport (bus / train)	Never	Never	1 or 2 days per week	1 or 2 days per week	N/A	Less often	Never	None
17 None	1 or more children's bicycles;	Public transport	Public transport (bus / train)	Never	Less often	3 or 4 days per week	Never	N/A	Never	1 or 2 days per week	None
18 None	None of the above;	Car	Public transport (bus / train)	Never	Never	3 or 4 days per week	Less often	Never	Never	3 or 4 days per week	None
19 None	None of the above;	Public transport	Public transport (bus / train)	Never	Never	1 or 2 days per week	1 or 2 days per week	Never	Never	1 or 2 days per week	None
20 None	1 or more children's bicycles; 1 or more children's scooters;	Car	Car with others (car share)	Less often	Less often	1 or more days per week	Never	Never	Never	Never	None
21 None	None of the above;	Public transport	Public transport (bus / train)	Less often	Less often	Never	Less often	1 or 2 days per week	Less often	Less often	1 or 2 days per week
22 None	1 or more adult bicycles;	Car	Car alone	Less often	Less often	Never	Never	Never	Never	Less often	Never
23 None	None of the above;	N/A - I am retired / on a work break / parental leave / unemployed / other	N/A - I'm retired / on a work break / on parental leave / unemployed / other	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Other chassisless bike	Other chassisless scooter	Other chassisless bike	Other chassisless scooter	Other chassisless bike	Other chassisless scooter	Other chassisless bike	Other chassisless scooter	Other chassisless bike	Other chassisless scooter	Other chassisless bike	Other chassisless scooter
1 This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	1 or more days per week	Car
2 This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	1 or more days per week	Car
3 This is unlikely to influence me	This is unlikely to influence me	This does / would influence me	This is unlikely to influence me	This is unlikely to influence me	This does / would influence me	This does / would influence me	This does / would influence me	This might influence me	This is unlikely to influence me	3 or 4 days per week	Walkine or cycline
4 This is unlikely to influence me	This is unlikely to influence me	This does / would influence me	This is unlikely to influence me	This is unlikely to influence me	This does / would influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	3 or 4 days per week	N/A
5 This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	3 or 4 days per week	Car
6 This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	1 or more days per week	Walkine or cycline
7 This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	1 or 2 days per week	Car
8 This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This might influence me	This does / would influence me	Never	Car
9 This is unlikely to influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	3 or 4 days per week	Car
10 This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This does / would influence me	This does / would influence me	This does / would influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	1 or 2 days per week	Public transport
11 This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This might influence me	This does / would influence me	This might influence me	This does / would influence me	1 or 2 days per week	1 mostly do this online
12 This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	1 or 2 days per week	Car
13 This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This does / would influence me	This might influence me	This does / would influence me	1 mostly do this online	
14 This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	Less often	Walkine or cycline
15 This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	Never	Walking or cycling
16 This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This might influence me	This is unlikely to influence me	3 or 4 days per week	Walkine or cycline
17 This does / would influence me	This does / would influence me	This is unlikely to influence me	This is unlikely to influence me	This does / would influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This might influence me	This is unlikely to influence me	This might influence me	Walkine or cycline
18 This might influence me	This might influence me	This is unlikely to influence me	This is unlikely to influence me	This does / would influence me	This does / would influence me	This might influence me	This might influence me	This might influence me	This might influence me	1 or 2 days per week	
19 This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	1 or 2 days per week	Car
20 This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	1 or 2 days per week	Car
21 This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This might influence me	This might influence me	This might influence me	This might influence me	3 or 4 days per week	Car
22 This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	N/A	Car
23 This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	This might influence me	Car

Other chassisless	Exercise / fitness	Leisure/entertainment	Across hotel/airport	If you are a car driver, would you be prepa	Open/public to try or hire a bike before buying	Someone to walk or cycle with	Walkine and cycline route stops	Cycle lanine (refresher on for new cyclist)
1 I mostly do this online	Walkine or cycline	Public transport	N/A	No thanks;	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me
2 I mostly do this online	Walkine or cycline	Public transport	N/A	No thanks;	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me
3 Walking or cycling	Walkine or cycline	Walking or cycling	N/A	Walkine or cycline	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me
4 Car	Walking or cycling	Car	N/A	No thanks;	This is unlikely to influence me	This is unlikely to influence me	This does / would influence me	This is unlikely to influence me
5 I mostly do this online	Walkine or cycline	Public transport	N/A	Walkine or cycline	No thanks;	This is unlikely to influence me	This does / would influence me	This is unlikely to influence me
6 I mostly do this online	Walkine or cycline	Public transport	N/A	Walkine or cycline	Train Bicycle;	This might influence me	This is unlikely to influence me	This might influence me
7 Car	Car	Car	N/A	Car	Walk Bus Train;	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me
8 Car	Car	Car	N/A	Car	Bus;	This does / would influence me	This is unlikely to influence me	This does / would influence me
9 Car	Car	Car	N/A	Walkine or cycline	No thanks;	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me
10 I mostly do this online	Walkine or cycline	Walkine or cycline	N/A	N/A	Bus Train Walk;	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me
11 Car	Walkine or cycline	Car	Public transport	Public transport	Bus Train Bicycle Walk;	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me
12 I mostly do this online	Walkine or cycline	N/A	Public transport	Car	Walk;	This does / would influence me	This is unlikely to influence me	This does / would influence me
13 I mostly do this online	Car	Public transport	Public transport	I mostly do this online	Car share Train Bus Bicycle Walk;	This might influence me	This is unlikely to influence me	This might influence me
14 Public transport	N/A	Public transport	N/A	Public transport	No thanks;	This is unlikely to influence me	This might influence me	This might influence me
15 Walking or cycling	Walking or cycling	Walking or cycling	N/A	Walking or cycling	Train Bus Bicycle Walk;	This is unlikely to influence me	This might influence me	This is unlikely to influence me
16 Car	Walkine or cycline	Public transport	N/A	N/A	Train Bus Bicycle Walk;	This might influence me	This is unlikely to influence me	This might influence me
17 Public transport	Walkine or cycline	Public transport	Walkine or cycline	Train Bus Walk;	This does / would influence me	This is unlikely to influence me	This is unlikely to influence me	This might influence me
18 Car	Car	Public transport	Public transport	Public transport	Train Bicycle Walk;	This might influence me	This is unlikely to influence me	This might influence me
19 Car	Walkine or cycline	Car	N/A	Car	Car share Train Bus Walk;	This does / would influence me	This might influence me	This might influence me
20 Public transport	Walkine or cycline	Walkine or cycline	Car	Car	Car share Train Bus Bicycle Walk;	This might influence me	This is unlikely to influence me	This is unlikely to influence me
21 Car	Car	Public transport	Car	Public transport	Train Bus Walk;	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me
22 I mostly do this online	Car	Car	Car	No thanks;	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me	This is unlikely to influence me
23 Car	Walkine or cycline	Car	N/A	Car	Walk Bus;	This might influence me	This might influence me	This might influence me

How many people live in your house?	Please enter the work postcodes of all residents in your household:	Please enter the postcodes of any school / education sites, for all residents in your household who currently attend these locations:	Please confirm the last names of those living in your household:	Do you / any of your household have a dis	Do you have any further comments?	Thank you very much for completing our survey. Please provide your email address if you would like to be entered into our prize draw:	Are you willing to be contacted by email, for a short follow up survey?	What would encourage you to visit / continue on shores?	Please enter your house number / address:
1 2			21-40;51-55;	No		I'm happy for you to send next year's survey to me by email	Please enter me in	This is unlikely to influence me	Not for me, thanks;
2 2			21-40;51-55;	No	N/A	I'm happy for you to send next year's survey to me by email Please enter me in		This might influence me	Not for me, thanks;
3 2			21-40;	No		I'm happy for you to send next year's survey to me by email Please enter me in		This is unlikely to influence me	More information on car sharine Gettine to know my neighbours
4 2			21-40;	No		I'm happy for you to send next year's survey to me by email Please enter me in		This is unlikely to influence me	Not for me, thanks;
5 2			21-40;	No		I'm happy for you to send next year's survey to me by email Please enter me in		This is unlikely to influence me	Not for me, thanks;
6 2			41-50;	No		I'm happy for you to send next year's surveys to me by email Please enter me in		This is unlikely to influence me	Havine a Shores fold car share scheme:
7 3			0-10;21-40;	No		Please enter me into the prize draw;		This does / would influence me	Not for me, thanks;
8 1			21-40;	No	No	I'm happy for you to send next year's surveys to me by email Please enter me in		This does / would influence me	Gettine to know my neighbours;
9 2			21-40;41-50;	No		I'm happy for you to send next year's surveys to me by email Please enter me in		This might influence me	Not for me, thanks;
10 2			21-40;51-55;	No	Bike theft in the area is rife. Better policing would help			This is unlikely to influence me	Not for me, thanks;
11 2			21-40;	No	N/A	I'm happy for you to send next year's surveys to me by email		This is unlikely to influence me	Not for me, thanks;
12 3			21-40;41-51-20;	No	No	I'm happy for you to send next year's surveys to me by email		This is unlikely to influence me	Not for me, thanks;
13 3			21-40;41-51-60;	No		I'm happy for you to send next year's surveys to me by email Please enter me in		This is unlikely to influence me	Not for me, thanks;
14 1			21-40;	No		I'm happy for you to send next year's surveys to me by email Please enter me in		This is unlikely to influence me	Help Frabine a partner More information on car sharine Havine a Shores fold car share scheme:
15 3			0-10;21-40;	No		I'm happy for you to send next year's surveys to me by email		This is unlikely to influence me	Not for me, thanks;
16 2			0-10;21-40;	No		I'm happy for you to send next year's surveys to me by email		This is unlikely to influence me	Gettine to know my neighbours Not for me, thanks;
17 4			0-10;21-40;	No		I'm happy for you to send next year's surveys to me by email Please enter me in		This might influence me	More information on car sharine Gettine to know my neighbours Havine a Shores fold car share scheme:
18 2			21-40;	No		I'm happy for you to send next year's surveys to me by email Please enter me in		This does / would influence me	More information on car sharine Help Frabine a partner
19 3			0-10;21-40;	No		I'm happy for you to send next year's surveys to me by email Please enter me in		This might influence me	More information on car sharine Gettine to know my neighbours Havine a Shores fold car share scheme;
20 3			0-10;21-40;41-50	No		I'm happy for you to send next year's surveys to me by email Please enter me in		This is unlikely to influence me	Help Frabine a partner More information on car sharine Gettine to know my neighbours;
21 1			21-40;	No		I'm happy for you to send next year's surveys to me by email Please enter me in		This might influence me	Gettine to know my neighbours;
22 2			21-40;	No		Please enter me into the prize draw;		This might influence me	Havine a Shores fold car share scheme Gettine to know my neighbours;
23 One			65+;	No	No	Please enter me into the prize draw;		This does / would influence me	Not for me, thanks;

APPENDIX 4
TRAVEL SURVEY PROMOTIONAL POSTCARD

SHORES FOLD, LEVENSHULME

- Tell us how you travel - win a £50 Amazon or One4All Voucher!



HOW DO YOU GET FROM A TO B? WE'RE ALL EARS!

SCAN THE QR CODE NOW AND COMPLETE THE TRAVEL SURVEY FOR THE CHANCE TO WIN ONE OF TWO £50 AMAZON OR ONE4ALL VOUCHERS!

The survey and draw has been developed by SCP Transport and is only open to residents of the Shores Fold development in Levenshulme.

If you have any questions relating to this survey, prize draw or would like a full copy of the terms and conditions of the prize draw, please email travelplans@scptransport.co.uk.

If you do not have a QR reader, you can complete the survey using the following url: https://tinyurl.com/ShoresFold2026